

# **Rail Shipments Of Diluted Tar Sands:**

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# **THE AFTERMATH**



# PHOTOS | Oil pooling at creek near Gogama train derailment: Environment Ministry

Cleanup continues at the site of a CN train derailment about 30 km northwest of Gogama

CBC News Posted: Feb 17, 2015 10:12 AM ET | Last Updated: Feb 18, 2015 7:41 AM ET



Transportation Safety Board inspectors assess the site and the damaged cars in the train derailment near Gogama, Ont. (TSB)

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Investigation into derailment near Gogama



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A ruptured tank car burns near Gogama, Ont. (Transportation Safety Board)





Transportation Safety Board inspectors assess the site and the damaged cars in the train derailment near Gogama, Ont. (TSB)



Derailed train cars up close. A total of 29 cars went off the rails on Feb. 14. (Transportation Safety Board)



TSB investigators are looking at a couple of clues about what might have happened, including a section of broken rail containing a rail joint, and also a broken wheel. (Dillon Daveikis)





The Transportation Safety Board says 15 cars were breached and are releasing oil after a train derailment near Gogama this weekend. (Dillon Daveikis)



CN says 29 cars carrying crude oil from Alberta jumped the tracks late Saturday. (Dillon Daveikis)



View of ruptured tank car next to the track. (TSB)



Transportation Safety Board investigators Document and assess the accident site near Goddard, Ont. (TSB)



Two TSB investigators on site at the train derailment near Gogama, Ont. (TSB)



***“The widespread belief that (tar sands) is far safer to transport by rail than Bakken is for all intents and purposes dead wrong.”***

# RailwayAge

News Freight - Intermodal Passenger - Mechanical - M/W C&S Management Safety PTC

Monday, February 23, 2015

## Why bitumen isn't necessarily safer than Bakken

Written by **David Thomas, Contributing Editor**



Feb. 14, 2015 CN oil train derailment near Gogama, Ontario

The chain reaction fireballs that attended the Feb. 16, 2015 derailment of a CSX unit oil train in populated West Virginia probably blinded observers to the significance of the concurrent derailment and explosions of a CN oil train in a remote and uninhabited area of northern Ontario. Most reports treated the two events as equals, given that both trains consisted of recently manufactured CPC-1232 tank cars loaded with crude oil.